

SCORING CRITERIA - BRIDGES

The following are the definitions for each of the five point levels used in the scoring of TSEP applications on statutory priority #1 (Projects that solve urgent and serious public health or safety problems, or that enable local governments to meet state or federal health or safety standards) for bridge projects. These definitions may be modified during the scoring process in order to improve on how they meet the intent of the statutory priority. In addition, there are numerous variables involved in scoring this statutory priority; as a result, the point level assigned may be higher or lower in order to take into account these variables.

General Scoring Notes

Scores for statutory priority #1 for bridges are generally based on NBI rankings. However, the score level may be adjusted downward commensurate with the scoring level definitions, depending upon the degree to which:

1. the bridge provides vital access. Some of the factors that will be taken into account are:
 - the number and type of vehicles that cross the bridge,
 - the number of homes that are accessed by crossing the bridge,
 - whether the users are year-round residents as compared to seasonal users, and
 - whether the bridge provides access that is considered to be critical. For example, does the bridge provide the only access to an area? If there is an alternative route, does it significantly increase the response time for emergency vehicles? The length and condition of the alternative route will be taken into account;
2. there are reasonable, cost-effective, reliable and long-term management practices that would reduce the safety risks and no other reasonable alternatives, temporary or otherwise are available, such as closing a bridge or performing simple repairs; and
3. the bridge's deficiencies and the impact they have on the public's safety has been documented.

In a limited number of situations, the scores for bridges may be based on criteria other than the NBI rankings. When appropriate, a score may be based on the same health and safety criteria used to score other types of projects.

If there are serious concerns whether the proposed project would solve the public safety problems, a level "2" score may be awarded for Statutory Priority #1, since the deficiencies identified may not be adequately resolved or other serious problems may potentially be created.

The scoring of multiple bridges in an application will be weighted, based on cost, to determine the final scoring level.

Level 5

Definition - Serious consequences (i.e. significant risk to public safety) clearly attributable to the deficiency in the bridge described in the application have occurred or are imminent. The applicant has adequately documented the deficiency and impact on the public's safety using bridge inspection data meeting the format and criteria outlined in the National Bridge Inspection (NBI) Coding Guide. The NBI inspection data must be from MDT, or a qualified professional

engineer, or a certified bridge inspector. To be rated a Level 5, the NBI ratings must satisfy the following criteria:

- NBI Sufficiency Rating (S.R.): S.R. less than or equal to 50% and
- 1) NBI Bridge Appraisal Rating: the appraisal item for the overall structure must receive a minimum score of "0" or "2" or
- 2) NBI Bridge Element Condition Rating: one of the condition ratings for the bridge deck, superstructure, or substructure must receive a minimum score of "0", "1", or "2".
- If the bridge has failed or washed out, or if a bridge is proposed to replace a culvert, such that there are no applicable NBI ratings, then a Level 5 score could be given if there is currently a significant risk to public safety as a result of the bridge closure or the condition of the culvert.

LEVEL 4

Definition - Serious consequences (i.e. significant risk to public safety) clearly attributable to the deficiency in the bridge described in the application are likely to occur in the near term. The applicant has adequately documented the deficiency and impact on the public's safety using bridge inspection data meeting the format and criteria outlined in the National Bridge Inspection (NBI) Coding Guide. The NBI inspection data must be from MDT, or a qualified professional engineer, or a certified bridge inspector. To be rated a Level 4, the NBI ratings must satisfy the following criteria:

- NBI Sufficiency Rating (S.R.): S.R. less than or equal to 50% and
- 1) NBI Bridge Appraisal Rating: the appraisal item for the overall structure must receive a minimum score of "3" or
- 2) NBI Bridge Element Condition Rating: one of the condition ratings for the bridge deck, superstructure, or substructure must receive a minimum score of "3" or "4".
- If the bridge has failed or washed out, or if a bridge is proposed to replace a culvert, such that there are no applicable NBI ratings, then a Level 4 score could be given if there is a high probability of significant risk in the short term to public safety as a result of the bridge closure or the condition of the culvert. A new bridge, where none previously existed, could receive a Level 4 score if a high probability of significant risk in the short term to public safety could be shown if the bridge was not built.

LEVEL 3

Definition - Serious consequences (i.e. significant risk to public safety) clearly attributable to the deficiency in the bridge described in the application are likely to occur in the long term if the deficiency is not corrected. The applicant has adequately documented the deficiency and impact on the public's safety using bridge inspection data meeting the format and criteria outlined in the National Bridge Inspection (NBI) Coding Guide. The NBI inspection data must be

from MDT, or a qualified professional engineer, or a certified bridge inspector. To be rated a Level 3, the NBI ratings must satisfy the following criteria:

- NBI Sufficiency Rating (S.R.): S.R. greater than 50%, but less than or equal to 80% and
- 1) NBI Bridge Appraisal Rating: the appraisal item for the overall structure must receive a minimum score of "4" or
 - 2) NBI Bridge Element Condition Rating: one of the condition ratings for the bridge deck, superstructure, or substructure must receive a minimum score of "4" or "5".
- If the bridge has failed or washed out, or if a bridge is proposed to replace a culvert, such that there are no applicable NBI ratings, then a Level 3 score could be given if there is a high probability of significant risk in the long term to public safety as a result of the bridge closure or the condition of the culvert. A new bridge, where none previously existed, could receive a Level 3 score if a high probability of significant risk in the long term to public safety could be shown if the bridge was not built.

LEVEL 2

Definition –The deficiency described in the application may potentially affect the public's safety, but the applicant is unable to show a serious threat to public safety is likely to occur. The applicant has adequately documented the deficiency and impact on the public's safety using bridge inspection data meeting the format and criteria outlined in the National Bridge Inspection (NBI) Coding Guide. The NBI inspection data must be from MDT, or a qualified professional engineer, or a certified bridge inspector. To be rated a level 2, the NBI ratings must satisfy the following criteria:

- NBI Sufficiency Rating (S.R.): S.R. greater than 50%, but less than or equal to 80% and
- 1) NBI Bridge Appraisal Rating: the appraisal item for the overall structure must receive a minimum score of "5" or
 - 2) NBI Bridge Element Condition Rating: one of the condition ratings for the bridge deck, superstructure, or substructure must receive a minimum score of "6" or "7".
- A new bridge, or if a bridge is proposed to replace a culvert, where none previously existed, could receive a Level 2 score if the public safety could be adversely affected if the bridge were not built.

LEVEL 1

Definition - A deficiency in a bridge that could affect the public's safety was not demonstrated. The public's safety and circumstances clearly attributable to the deficiency are not likely to occur. Level 1 scores would be given to those applications that may claim a deficiency, but have not adequately been able to document a serious or credible threat to public safety. **The failure to provide NBI inspection data from MDT, or a qualified professional engineer, or a certified bridge inspector, will result in a level 1 score for a bridge.**